



SLOOP PALOMA BREAKS OFF THE DEWEY'S MAST

**Commodore Macfarlane's Ill Luck
That Has Followed His Yacht
All Season.**

**Series of Collisions, Misadventures and Acci-
dents Seem to Warrant Belief
In a Hoodoo.**

Commodore Macfarlane of the yacht La Paloma seems to be under a hoodoo of some kind this season. Not only have the Gladys and Helene despoiled him of all the races save one this season, but Dame Fortune or Dame Misfortune seems to have been sitting at his helm and helping him to guide it, for collisions seem to have been more in the Paloma's way than cups this year.

Some time ago the Paloma fouled the Gladys in a race and ripped up the mainsail of that craft, narrowly escaping doing greater damage. Later he ran into Port Captain Ward's "Skip" at moorings and dragged her along, fortunately without damage. Yesterday afternoon while starting on a cruise with a party of merry-makers the Paloma ran into Chris Johnson's Dewey, then at moorings, off the Hawaii Yacht Clubhouse with the result that the Dewey now boasts only a stump of a mast instead of a stately spar and Commodore Macfarlane will probably have a nice little bill of damages to pay.

Nor is this all. Upon two occasions this year when the Commodore had a full crew aboard, the cast iron setting at the throat of his gaff where it sets into the gooseneck on the mast has been perilously near a break. Once one side of it snapped and the trip was finished in jeopardy while another time it bent to the danger point. Quite recently his main halyard snapped a strand and safety depended on the remaining twists. In all these cases the falling of the big sail with its heavy spars seems to have been averted only by some mascot that was aboard proving stronger than the hoodoo.

It is yet on the cards that the special committee investigating the collision with the Gladys may assess the Commodore for a new mainsail. To complete the tale of trouble, it will be remembered that some time back this season, while hoisting the mast out of the La Paloma for shortening purposes, the tackle slipped and the Commodore went around on one leg and a stick, with a sprained back in addition, for several days.

Yesterday afternoon a nice breeze was blowing from the south and when the La Paloma started from her moorings with a party of young pleasure seekers, such as the Commodore loves to entertain and take a sailing, aboard. Close to the Paloma's moorings lies the "Ark," the floating country seat of Southard Hoffman and Fred Angus. Below that and opposite the club house the Dewey, owned by Captain Johnson, at present building wharves on another island, is kept at her moorings, some 250 yards below the Macfarlane wharf.

La Paloma swung out into mid channel and, with its crew and passengers eager for a trip around the lochs, started seaward on the starboard tack. The Dewey had swung at her moorings with the southerly breeze and was lying with her head towards Honolulu.

Whether the Commodore's attentions as a host interfered with his skill as a helmsman or whether it was just plain hoodoo is indeterminate but the Dewey was suddenly seen on the port bow in imminent peril. As the Dewey, being moored with no one aboard, could not get out of the way, the Paloma had to and the Commodore put the helm up and started to bring his boat into the wind. The Paloma is unwieldy in paying off or coming up however, and the danger was seen too late.

Crash! The heavy fifty foot boom of the Paloma caught the head stay of the Dewey. R-r-rip! went the stay and smash went the mast, snapping off several feet below the rigging. A good deal of the canvas covering the house was torn off and the forward port rail of the Dewey was demolished.

Had there been any one aboard the sloop there might have been loss of life as the mast came down all with a crash, but fortunately the Commodore's hoodoo does not seem to be bloodthirsty. The hamper fell over the side and the Paloma continued on her cruise. Not for long, however, the Commodore evidently fearing the lengths to which his hoodoo might go, brought back the merry-makers and after mooring his yacht, went over to the Dewey. There he picked up the floating debris and arranged it on deck.

The Dewey looks a wreck with only twenty feet of her spar remaining and her rail and house more or less damaged. She is a keel sloop, thirty-one feet over all with a 25 foot waterline, belonging to Chris Johnson. She was originally known as the Spray. She has good lines and is a pretty model. While now placed in the second class for speed, the Paloma, Helene, Gladys, and Mary L. constituting the first class, the Dewey in capable hands is a good boat. It was in the Dewey that Ex-Commodore Hobron sailed in a race to Lahaina against Commodore Macfarlane in the Paloma and gained a decisive victory, winning, but not obtaining the fabled "Bulletin Cup."

LONDON CONCILIATION BOARD CHAIRMAN HERE

**Hon. S. B. Boulton, Presiding Officer of Body
Which Adjusts Differences Between Em-
ployers and Wage-Earners, a Visitor Here.**

Hon. S. B. Boulton, chairman of the London Labor Conciliation and Arbitration Board, one of the most powerful factors in the adjustment of difficulties between employers and operatives in the entire London district comprising about 6,000,000 residents, is a guest at the Moana Hotel, Waikiki, with Mrs. Boulton and his son and wife. The party recently came across Canada, thence to Hawaii. They will leave shortly for San Francisco, returning to London via New York.

The Board of which Mr. Boulton has been chairman since its organization twelve years ago, is composed of twelve members selected by the London Chamber of Commerce and a like number selected by the Trades Unions. The Board exercises a vast influence in labor matters and settles disputes of every character arising between the wage-earners and their employers. The Board stands ready to settle disputes, these being voluntarily laid before that body.

"I do not believe in compulsory arbitration," said Mr. Boulton at the Moana last evening. "I don't think it is possible anywhere. The questions laid before the Board for adjustment are brought to it voluntarily. No labor organization is compelled to have its difficulties arbitrated by our Board merely because it has representatives on the Board."

Mr. Boulton has analysed the relations between capital and labor, or employer and employed, and is a recognized authority of labor economics. He says the prosperity of any individual enterprise requires three essential factors—capital, labor, and, last, but not least, controlling capacity—capacity to initiate, to direct, to manage.

"The success of all endeavors to promote industrial peace must result from the joint efforts of employers and employed to arrange their relations with each other by a system based upon the mutual exercise of conscience and common sense," said he. "Writers on political economy are not infallible, but I think that Professor Marshall was not far wrong when he said, 'Economic laws and reasonings, in fact, are merely part of the material of which conscience and common sense have to make use in solving practical problems and in laying down rules which may be a guide in life.' Conscience should teach both employer and employed that neither should depart from the justice and equity epitomized

in the axiom, 'A fair day's work for a fair day's wage.' Common sense calls loudly to both parties to co-operate to a greater extent than ever before in the endeavor to remove many obstacles which are hindering the maintenance and growth of the trade which nourishes both labor and capital, and, amongst those impediments, none are more mischievous than the habit of resorting to strikes and lock-outs as a method of making those bargains between capital and labor which must from time to time be made and remade. However inevitable some of those contests may have appeared to have been in times past, the enlightened opinion of our whole British community demands that less disastrous and less barbarous methods of adjustment should prevail in the future.

"The formation of trade unions led, in many industries, to the establishment of employers' associations, the objects of the two classes of combinations being usually antagonistic. It was only later on that the idea occurred of using these rival associations as vehicles for arriving at a mutual understanding between masters and men. The first serious attempt of reducing this idea to a practical reality appears to be due to the initiative of Mr. Mundella, who, in 1860, at Sheffield, after a grievous series of strikes in the hosiery trade, succeeded in forming a conciliation and arbitration board. The movement, although regarded at first with extreme suspicion, turned out to be a marked success, and as nothing succeeds like success, the example gradually spread to the lace trade, and to other trades. In 1869 it was adopted by the manufacturing iron trade at Darlington. The iron trade in South Staffordshire, in South Wales, and in Scotland, and the Cleveland ironstone mines, the Staffordshire potteries, the chemical trades of Northumberland and Durham, and various large collieries followed suit.

"In 1889 the London Chamber of Commerce was called upon by a large number of its members to take some action in consequence of calamities arising in the Port of London out of the serious dispute between the dock directors and their workmen. The Chamber appointed a committee of inquiry which was authorized, if found practicable, to prepare a scheme of labor conciliation especially adapted to the needs of the Port of London. I was chairman of that committee and presented its unanimous report, which was adopted by the Chamber. After full discussion the Chamber authorized the

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ORIENTAL ETIQUETTE.

THE REAPER—"After you, my dear Sultan. You reform them first."

SULTAN—"No! After you, my friend; you reform them best."
BOTH—"We will reform them hand in hand; it will be more complete."—The Philadelphia Inquirer.

HOSTILITIES SAID TO BE IMMINENT

**France and Great Britain Not to
Be Involved in the
Trouble.**

**Balloonist and Woman Watching His Feats
Killed---Street Car Strikers and
Socialists Riot.**

(ASSOCIATED PRESS CABLEGRAMS.)

CHEEFOO, China, Oct. 12.—It is believed here that hostilities between Russia and Japan are imminent. The naval forces of both Japan and Russia are now placed in advantageous positions in preparation for a quick strike in the event of war.

Deny the Partition Story.

TOKIO, Japan, Oct. 12.—It is officially denied that Russia, as previously reported, offered to divide Korea with Japan in return for the latter's permitting Russia to remain in Manchuria undisturbed.

Negotiations Still Pending.

YOKOHAMA, Japan, Oct. 12.—The Russian Minister to Japan is awaiting further instructions from St. Petersburg with reference to the negotiations with Japan over Manchuria.

France and Great Britain Out.

BERLIN, Germany, Oct. 12.—It is believed that France and England have entered into an understanding that neither country will interfere in the event of war. England thus refuses to assist Japan, disregarding the Anglo-Japanese treaty, and France does not help her old ally, Russia.

BIG ATLANTIC STORM LEFT TRAIL OF WRECKS

NEW YORK, Oct. 12.—The big storm which has been sweeping along the Atlantic Coast for the past three days is subsiding. The storm has piled up many wrecks along the Atlantic Coast and steamers arriving from Europe report heavy hurricanes at sea. Several vessels are overdue.

BALLOONIST KILLED.

SAN FRANCISCO, Oct. 12.—Beals, an aeronaut, was killed in making a balloon ascension here today. A woman who was riding on a street car, leaned far out of the car to watch the ascension and striking her head against a post was instantly killed.

THOUSANDS OF BULGARIAN FUGITIVES.

SOFIA, Bulgaria, Oct. 12.—The Bulgarian and Turkish governments are negotiating for the repatriation of 20,000 Bulgarians who have become fugitives in Macedonia and in other portions of Turkey.

NEW JERSEY FLOODS RECEDING.

NEW YORK, Oct. 12.—The floods in northwestern New Jersey and eastern Pennsylvania are receding. The damage to property in both states from the floods amounts to many millions.

FOUR KILLED IN SOCIALISTS' RIOTS.

MADRID, Spain, Oct. 12.—Four persons were killed in a Socialist demonstration which culminated in a riot here today.

RIOT AT SAN ANTONIO.

SAN ANTONIO, Texas, Oct. 12.—Striking street car men are rioting here. Troops will be called out.